



Transportation Update

Issue 1

March—April 2008

California Transportation Commission Approves Funding for Trade Corridor Projects

At its April 10, 2008 meeting, the California Transportation Commission (CTC) adopted its final program for the trade corridors component of the transportation bond approved by California voters in November 2006. Included in the program is over \$590 million for projects in Alameda County or that support the Port of Oakland.

The CTC program includes the following projects that support Bay Area trade and freight movement:

- The Port of Oakland's 7th Street Grade Separation
- Rail improvements along the I-80 corridor serving the Port of Oakland
- The Port of Oakland's Outer Harbor Intermodal Terminal Project
- Reconstruction of the interchanges at 23rd and 29th Avenues on I-880 in Oakland
- An eastbound truck climbing lane on I-580 at the Altamont Pass
- Rail improvements in two corridors that serve the Port of Oakland — the Tehachapi Rail Line and Donner Summit

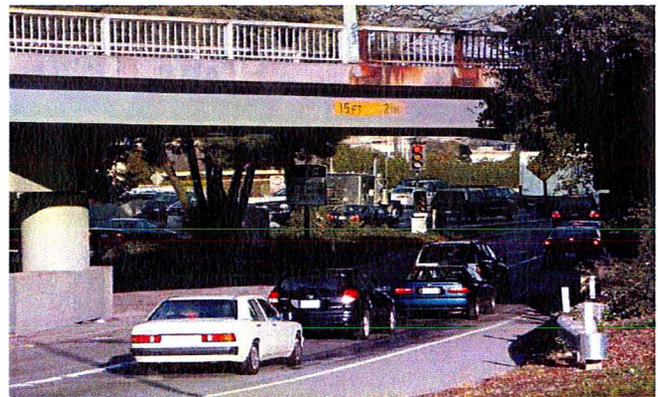
The total cost of these projects is approximately \$1.2 billion. Over \$600 million in local, private and other funds will be used to match State bond funding.

Final FY 2008/2009 Transportation Fund for Clean Air (TFCA) Program Approved

The CMA Board approved at the April meeting, the Final TFCA FY 2008/09 Program. A total of \$1,964,845 in TFCA funds are programmed for the following projects:

- City of Alameda's Webster Street Signal Coordination
- Castro Valley BART Station Bicycle Lockers
- City of Berkeley's 9th Street Bicycle Boulevard
- City of Oakland's Bay Trail Gap Closure from Fruitvale to Park Street Bridge and San Pablo Ave. Transit Signal Priority (TSP)
- City of Pleasanton's Trip Reduction Program
- City of San Leandro's LINKS shuttle
- AC Transit's Ardenwood Park and Ride Signage
- LAVTA's ACE Shuttle Service for Routes 53 & 54 and Route 10 BRT TSP and Queue Jumper Improvements

The final program was transmitted to the Bay Area Air Quality Management district on April 30th.



Lifeline Transportation Program FY 2007/08 Funds Amended

The CMA Board, at its April meeting, amended the FY 2007/08 Lifeline Transportation Program. The recommended program of projects totaling \$5.1 million is: (1) AC Transit buses, \$3 million; (2) Ashby BART/Ed Roberts Campus, \$2 million; and (3) LAVTA bus shelters, \$100,000. The project sponsors have sent their applications to MTC for review and consideration.

FY 2008/2009 Altamont Commuter Express (ACE) Baseline Service Plan Approved

At the April meeting, the CMA approved the proposed FY 2008/09 ACE Baseline Service Plan. The CMA is a partner with the San Joaquin Regional Rail Commission and the Santa Clara VTA in providing the ACE Service. Additional information on the service can be found on the CMA website or the ACE website at www.acerail.com.

Legislation

AB 1904 (Torrico) This bill introduced on behalf of the CMA, would protect county share funds when Caltrans relinquishes a segment of state highway to a local jurisdiction and allow bonding against STIP county share funds creating greater certainty for large projects.

AB 2744 (Huffman) This bill would permit a simple majority vote at an election to authorize the Metropolitan Transportation Commission to impose a tax on the sale of motor vehicle fuel, excluding motor vehicle fuel used to power aircraft, within the region. The CMA supports this bill if amended to include the following eligible categories: local street and road rehabilitation, capital and operating expenses for transit expansion projects listed in the Metropolitan Transportation Commission's regional transit expansion program, and smart technological measures to improve arterial efficiency.

AB 1954 (Jeffries) This bill would authorize HOT lanes on State Highway Route 15 in Riverside County. By adding another HOT lane in the state, additional revenue can be developed for transportation and an additional partner will exist in testing the concept. The CMA supports this bill.

AB 3039 (Benoit) This bill would negatively impact HOT lanes by potentially allowing continuous access that would make tolling and enforcement difficult. CMA opposes this bill unless amended to: (1) exempt combined HOV/HOT lanes from the bill; (2) specify that restricted access/egress to HOV lanes is permitted, if required for operational or safety reasons; and (3) add congestion management agencies to the list of local transportation entities that can request a change.

SB 1165 (Kuehl) This bill would require lead or responsible agencies that prepare environmental impact reports (EIRs) to circulate for public review preliminary or administrative drafts. The CMA opposes this bill because it would add to the existing public review time and cost of preparing environmental documents for transportation projects.

SB 1731 (Yee) This bill would authorize the Metropolitan Transportation Commission to impose a \$1 vehicle registration fee in the counties under its jurisdiction for the purpose of implementing congestion mitigation strategies, including smart technology. CMA supports this bill and seeks to amend the bill to make operations and maintenance of smart technology specifically eligible.

SB 1374 (Battin) This bill would remove the cap on the number of hybrid vehicles allowed to enter HOV lanes regardless of occupancy. This could overcrowd HOV lanes and render HOT lanes ineffective. This bill would also allow access to HOV lanes if a carbon emissions credit had been purchased. Carbon emission credits can be purchased from some sources but no consistent system of assessing the appropriate cost of carbon emission credits has been developed. The CMA opposes this bill.

AB 3021 (Nava) This bill would create the California Transportation Financing Authority. The purpose of the Authority is to approve and issue revenue bonds for transportation projects. The revenue bond can be secured with local transportation funds, as well as toll revenue. The CMA supports this bill if amended: (1) to add the entities that are authorized to conduct HOT lane projects and congestion management agencies to the definition of project sponsor; and (2) to make it clear that use of the bonding authority created by this bill is voluntary for project sponsors.

We are on the web:
www.accma.ca.gov

Deadlines to Note

May 29, 2008 - CTC adopts 2008 STIP

June 16, 2008 - Prop 1B Highway Crossing Safety Account (HRCSA) Applications due to CTC

Upcoming Meetings

May

- 6 CMA Technical Advisory Committee
- 12 CMA Administration & Legislation Committee
- 13 CMA Plans & Programs Committee
- 22 CMA Board
- 22 I-680 Joint Powers Authority
- 28/29 CTC (San Diego)

June

- 3 CMA Technical Advisory Committee
- 9 CMA Administration & Legislation Committee
- 9 CMA Plans & Programs Committee
- 25/26 CTC
- 26 CMA Board

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